



Schoolcraft County Road Commission

Standards, Specifications and Regulations for Underground Construction

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Prepared By: Ian Stampfly, PE – County Highway Engineer

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DEFINITIONS

AASHTO – American Association of State Highway and Transportation Officials

ADA – Americans with Disabilities Act and Section 504 of the Rehabilitation Act of 1973

Butt Joint – A saw-cut joint providing a clean edge on the existing pavement for new construction

EGLE – Michigan Department of Environment, Great Lakes, and Energy

Engineer – Engineer employed by the Schoolcraft County Road Commission Board

DNR – Michigan Department of Natural Resources

HMA – Hot-mix asphalt (i.e. blacktop)

MDOT – Michigan Department of Transportation

MMUTCD – Michigan Manual of Uniform Traffic Control Devices

Roadbed – The portion of the roadway from ditch bottom to ditch bottom

SCRC – Schoolcraft County Road Commission

SESC – Soil Erosion and Sedimentation Controls

Traffic Regulator – Individual who directs vehicular traffic through a temporary work zone

GENERAL PROVISIONS

Construction permitted within the right-of-way (ROW) will be in conformance with the following specifications (most current editions):

MDOT Standard Specifications for Construction

MMUTCD

AASHTO Policy for Geometric Design of Highways and Streets

ADA regulations, guidelines and standards

The following procedures will apply to all permit applicants and holders, their engineers, surveyors, contractors, and anyone performing work within the ROW:

Public land corners and property corners (as defined in Public Act 74 of 1970) located within a construction zone shall be witnessed prior to construction and their locations shall be noted on the plans submitted as part of the permit application. Monuments are to be reestablished in accordance with Public Act 74. The permit holder and or contractors shall coordinate activities with a licensed surveyor for all monumentation work.

Survey corners located in a paved roadway shall be reestablished flush with the finished pavement elevation. Survey corners located in a gravel roadway shall be reestablished at least 6 inches below the finished surface elevation.

All monuments reestablished in public roadways shall be installed in accordance with MDOT standard specifications and standard plans.

Roadways may not be used for storage of materials or any other construction purposes without prior approval from SCRC. Depending on traffic conditions, SCRC may allow one-lane traffic using traffic regulators or equivalent traffic control measures. Maintenance of traffic shall be in accordance with the MMUTCD and MDOT standard specifications for construction. Any materials or equipment stored within the ROW shall not impede the vision of traffic traveling the roadway where construction is occurring or intersecting roadways.

Permit holders are responsible for the disposal of any excavated or surplus materials in accordance with all applicable laws, regulations, and ordinances. Disposal of contaminated soils or water shall be in accordance with Public Act 307. Permit holders are not to dispose of any materials near lakes, streams, culverts, drainage ditches, wetlands, flood plains, or protected areas without permission from the local municipality, EGLE, DNR, and or US Environmental Protection Agency. Storage and management of all polluting materials shall comply with all current state and federal regulations.

Permit holders are required to obtain any necessary local, EGLE or DNR permits prior to construction and shall always keep copies of the permits on site.

Permit holders will be responsible for any damage caused to traffic control devices, guardrail, and culverts within the project area. SCRC shall repair and replace any damaged signs and/or signposts, all costs incurred will be the responsibility of the permit holder and or their contractor(s). SCRC or a contractor of SCRC's choosing, shall repair damaged guardrail, all costs incurred will be the responsibility of the permit

holder and or their contractor(s). SCRC shall repair damaged culverts and all costs incurred for the repairs shall be the responsibility of the permit holder or their contractor(s). If the culvert is damaged beyond repair and must be replaced, the permit holder and or their contractor(s) will be responsible for all costs incurred. Should it be determined that the culvert should be replaced instead of repaired due to the age and deterioration of the culvert, the permit holder and or their contractor(s) shall be responsible for up to half the cost to replace the culvert.

Prior to construction, the permit holder or applicant shall submit contact information for the contractor(s) performing the work to SCRC. Contact information shall include the project manager/engineer, job supervisor/superintendent, and a 24-hour emergency contact.

Any variances to these standards and guidelines cited therein shall be determined and approved by SCRC staff. Approvals, inspections or reviews of any nature by SCRC does not relieve the applicant, permit holder, or contractor(s) of any liability or obligation pertaining to the permit or applicable requirements of the permit.

ROAD CROSSINGS

Road crossings shall be done perpendicular to the centerline of the roadway whenever possible. Crossings shall be at a minimum depth of 3 feet from the roadway surface unless approved by the Engineer. Crossings on gravel roads can be open-cut or directional bore. Crossings under pavement shall be directional bore and inside of conduit unless approved by the Engineer. If pavement is damaged during boring operations, the permit holder or their contractor(s) will be responsible to repair the roadway in a manner approved by the Engineer.

Open-cut crossings may not commence prior to 8 AM and must be completed by 4 PM unless otherwise approved by the Engineer. Lane closures and work operations will not be authorized on days preceding holiday weekends or during holiday weekends including Memorial Day, Fourth of July, Labor Day, Thanksgiving, Christmas, and New Years. Open cuts shall not commence prior to all equipment and materials being on site to perform all restoration to the roadway. Open cuts shall not commence if inclement weather is imminent as it will impede the contractor's ability to restore the roadway in a timely manner.

No roads shall be closed without approval from SCRC. Detours shall be in place and approved by the Engineer prior to the closure occurring. Detour signing shall be in accordance with the MMUTCD and MDOT standard plans. If a road closure is not approved, traffic must be maintained at all times.

All underdrain systems that are disturbed or damaged shall be replaced by SCRC, and the permit holder or their contractor(s) will be responsible for the costs. Any geotextile fabric or geogrid encountered during excavation will be repaired by SCRC and the permit holder or their contractor(s) will be responsible for the costs incurred.

GRAVEL ROADS

All excavations within the limits of the roadway are to be backfilled with class two granular material or an approved alternative approved by the Engineer. Immediately after backfilling and compacting, the road shall be rough graded, and gravel will be placed. Gravel will be placed at a depth of 8 inches and shall meet MDOT 23A aggregate specifications. Road surface areas outside of the excavation area that are damaged or contaminated due to construction shall have a minimum of 3 inches of compacted MDOT 23A gravel placed over them immediately following construction.

All surplus construction materials, excavated materials, and/or contaminated materials must be removed prior to the placement of gravel, unless otherwise approved by the Engineer. The road surface shall be maintained in good, smooth condition and gravel shall be added if necessary. Once completed, the contractor(s), permit holder, or applicant shall provide a written notice to the Engineer.

PAVED ROADS

All crossings via the open-cut method shall include the removal of pavement to a width of at least 6 feet and at a minimum, 3 feet beyond the limits of the trench. The asphalt shall be saw-cut prior to excavation and all cuts are to be made in a straight line unless otherwise approved by the Engineer. All the equipment and material necessary for restoration, including compaction equipment, shall be on site prior to beginning excavation or pavement removal. Material that cannot be stored, such as asphalt, shall be immediately available.

The permit holder or applicant is responsible for replacing any asphalt removed during excavation. Asphalt is to be placed at a rate of 275 pounds per square yard (2.5 inches thick) over a minimum of 8 inches of MDOT 22A specification gravel. Asphalt placed shall be an MDOT 4EL specification or better; alternatives to the asphalt mix and gravel specifications must be approved by the Engineer prior to placement. All asphalt work shall be completed between May 1st and October 15th. All weather limitations noted in MDOT standard specifications apply. Deviations from the May and October deadlines and weather limitations must be approved by the Engineer and the Engineer must provide approval prior to any saw-cutting of pavement or excavation occurs.

BACKFILL & COMPACTION

Compaction shall be completed by mechanical compaction equipment or by methods approved by the Engineer. If the Engineer requires density testing, it shall be the nuclear gauge method and MDOT requirements for compaction shall apply. The Engineer shall receive density test results prior to paving taking place.

Backfill material shall meet MDOT granular material, class two requirements unless excavated materials are capable of meeting compaction requirements. Peat, marl, muck, silt, blue clay, frozen material, topsoil, or other organic soils are not approved materials and are not to be used. Prior to backfilling, the contractor(s), permit holder, or applicant must notify SCRC of the materials to be used and receive

approval from the Engineer. Approved materials shall be placed in layers of 12 inches or less and each layer shall be compacted unless otherwise approved by the Engineer.

DEPTH OF COVER

All new or replacement utilities, regardless of location within the right-of-way, shall be installed to a minimum depth of 3 feet below existing ground. Any deviation from the minimum bury depth shall be approved by the Engineer.

The proposed utilities shall go around the end of culverts by a minimum of 5 feet and be buried to a depth of 3 feet unless otherwise approved by the Engineer.

STORM WATER DISCHARGE

Any water diverted or discharged by the permit holder shall not cause hazardous condition for pedestrians or vehicular traffic. Water that is diverted or discharged shall also be done in a manner that prevents erosion, siltation, ponding which affects the stability of the roadway or damages to adjacent property.

SCRC reserves the right to deny diversion or discharge of water if the existing drainage system cannot handle the capacity.

SOIL BORINGS

Soil borings will not be permitted within the paved portion or shoulder of the roadway. Boring locations are to be backfilled and compacted to the original elevation. Boring locations are to be noted on the plans to help expedite the issuance of permits. Borings are anticipated to be to a depth of 20 feet or less and 6 inches in diameter or less. Borings are to be in accordance with EGLE standards.

RESTORATION

The surface area of the right-of-way shall be restored to its previous condition. SESC measures shall be installed to prevent erosion and sedimentation. All SESC measures shall be installed to MDOT standards and specifications. Grass seed and mulch shall be placed in accordance with MDOT standards. High velocity mulch blanket shall be used if the slope is a 1:2 (V:H) or steeper. Temporary SESC measures shall remain in place until permanent measures are stabilized (i.e. grass/vegetation has grown).